

Top Secret

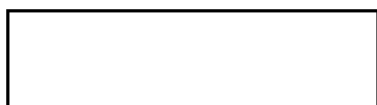


DIRECTORATE OF
INTELLIGENCE

Imagery Analysis Service Notes

26 June 1970

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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
Imagery Analysis Service

IMAGERY ANALYSIS SERVICE NOTES NO. 18/70

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NORTH KOREAAdditional Armor Observed near DMZ

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Since [] photography over North Korea has revealed an increase in the number of armor installations and the amount of armor observed in the DMZ area.

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Eight new armor installations, five of them constructed since early [] have been found within 50 nm of the DMZ in the past year. Of the 33 armor installations now known to exist in the DMZ area, 25 have underground armor storage facilities.

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The number of armored vehicles observed on photography in the DMZ area increased substantially during the past year. On [] photography, 237 armored vehicles were seen at 27 armored installations covered, whereas [] photography revealed 378 armored vehicles at 30 observed installations.

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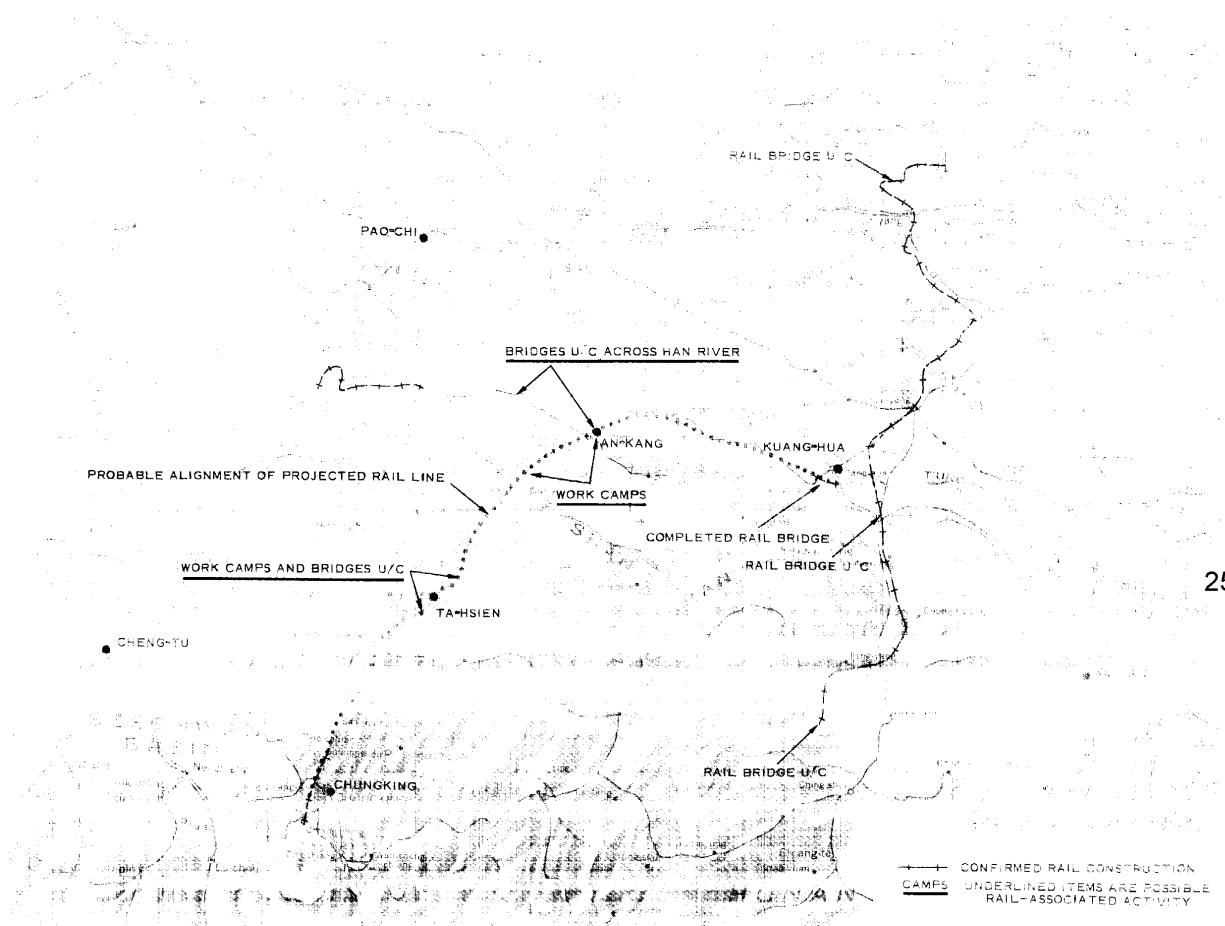


FIGURE 1. MAJOR RAIL CONSTRUCTION OBSERVED IN CENTRAL CHINA.

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CHINAEvidence of Additional Major New Rail Line Construction in Central China

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Photography since [] reveals evidence that two additional major new rail lines may be under construction in central China. Active roadbed construction has been observed at both ends of a projected rail line to connect Chungking with Wu-han via the existing Wu-han/Kuang-hua rail line (see Figure 1). Also a new rail line has been started in the upper Han River Valley which may link the projected line with the Pao-chi/Cheng-tu rail line to the west. A previously reported major rail line is also being built in central China from the Lo-yang area southward toward Chih-chiang on the Yangtze River (see IAS Notes of 2 January 1970).

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On the projected 425-nm rail line from Chungking to Kuang-hua, roadbed construction extended at least 35 nm north from the Chungking area in []. At the Kuang-hua end, a major railroad bridge across the Han River was complete by [] and 21 nm of roadbed had been constructed to the northwest. Some work camps and areas of bridge building have been observed between the two visible limits of roadbed construction, but when last seen these activities were not far enough advanced to be identified as rail associated.

The new rail line in the upper Han River Valley extends eastward from the Pao-chi/Cheng-tu rail line. In [] least 70 nm of roadbed had been constructed. A bridge is under construction across the Han River about 60 nm east of the visible end of the roadbed, but it cannot yet be determined if the bridge is associated with rail construction.

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Construction of these two lines along their present apparent alignments would provide much shorter rail routes than are presently available between the Szechwan Basin area and the Han and Yangtze river valleys.

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